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Dr. Gibbon's monograph is an intensive study in the field of medical benefit. It does not deal with history or political philosophy but it is devoted to an analysis of the existing systems of sickness insurance administration with a view of bringing order out of chaos, of laying down certain guiding principles which should replace the existing "rule of thumb" methods. He has chosen Germany and Denmark for his field of study because of the wide extension of sickness insurance in these two countries, and because of the contrast they afford—insurance in one being compulsory and in the other voluntary. On the basis of this study he formulates a series of interesting deductions varying in importance and value. The most interesting of the conclusions are: (1) That medical service should be provided mainly in kind; (2) that in sickness insurance free choice of doctor should be conceded; (3) that there are considerable advantages in making the insured pay for part of the cost of medical service out of his private resources; (4) that the provision of institutional benefit is essential for adequate medical treatment; (5) that systematic provision should be made for educating the insured public as to medical treatment in matters of health; (6) that provision of an adequate system of home nursing is desirable; and (7) that societies should be allowed liberal discretion as to the manner in which medical and surgical requirements shall be provided. There is a great number of other conclusions, which cannot be mentioned in this short review. The author arrives at his conclusions dispassionately and impersonally after having carefully looked at the problem from various points of view. In one or two instances he slightly deviates from his rule to show his attitude toward socialistic schemes and methods. Discussing the curious situation of the most obstinate opposition of societies to the free choice of doctors when "the ordinary man does not wish to have his doctor nominated for him," he is willing, among other reasons, to ascribe it to the fact that the managers are socialists and in close touch with avowedly social democratic organizations, and then again he shows it in his refutation of the arguments for a unified medical service.

The book suffers from many repetitions but is a valuable contribution to the literature on the subject.

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HEISLER, R. C. *Federal Incorporation.* Pp. viii, 231. Price \$3.50 Boston: The Boston Book Company, 1913.

The general discussion of federal incorporation, both in the messages of our Presidents and elsewhere, has attracted attention to the legal and constitutional questions involved. Mr. Heisler has presented these questions admirably and succinctly and to the more important of them his book also offers a brief statement of the probable answer. The style is clear and readable; the latest cases have been carefully read, and their bearing on the main question is well brought out. Some idea of the practical nature of the treatment may be had from the following examples of the questions discussed.

If Congress has the authority to charter railway companies, which carry trade from state to state, has it also the right to incorporate a trading com-

pany, which will buy and sell between states? The author finds that this power undoubtedly resides in Congress, since, in the words of Chief-Justice Marshall: "Let the end be legitimate, let it be within the scope of the Constitution, and all means which are appropriate, which are plainly adapted to that end, which are not prohibited, but consist with the letter and spirit of the Constitution, are constitutional."

But can Congress also charter companies to engage in interstate commerce, and allow these companies the privileges of intra-state trade? Here again the author answers affirmatively. In so far as local state trade is necessary in order to carry on the general business of the company, it would have the desired privilege, following the decision in *Osborn vs. the Bank*. Necessarily this local business would be subject to the control of the state in which it was situated.

Could Congress also confer the right to produce or manufacture? Here the author disagrees with Mr. Garfield, whose well-known report, as commissioner of corporations, contended for the power. Mr. Heisler finds that the sharp distinction which our supreme court has made in *Kidd vs. Pearson* and *U. S. vs. E. C. Knight*, between manufactures and commerce, would utterly preclude the possibility of a federal charter with manufacturing power. But there is no constitutional objection to a federal corporation engaging in manufacturing if the states allow it to do so. On this point the author's view is less convincing.

In addition to these interesting problems, the author takes up the question of state powers over interstate companies chartered by the federal government, and the jurisdiction of the federal courts over suits involving federal corporations. The work is well balanced and should prove of value to the general student as well as the legal practitioner.

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HIGGINS, A. PEARCE. *War and the Private Citizen*. Pp. xvi, 200. Price, 5 shillings. London: P. S. King and Son, 1912.

This is another of those admirable English books clearly written for the general reader, yet full of instruction for all students of international law and naval warfare.

The results of the discussion of the introductory chapter are well given in the following words (pp. 64-65): "But when all these ameliorations are taken into consideration it remains evident that both in naval and land warfare the private citizen is still subject to great dangers and losses. Forced labor may be requisitioned, private property of every description can be commandeered for the use of the invading army, foodstuffs of all sorts compulsorily purchased, and several of the most powerful military states still insist on retaining the right—one of the most objectionable of the usages of war—of forcing non-combatant individuals to act as guides to the army of invasion."

Passing to a consideration of some of the more important of the disputed points in naval warfare, Dr. Higgins discusses the liability to seizure of hospital ships for the carriage of passengers and crews of destroyed prizes.